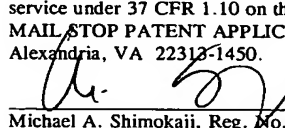


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**PATENT
H0005469**

**MULTI-ACTION ON MULTI-SURFACE SEAL WITH TURBINE SCROLL
RETENTION METHOD IN GAS TURBINE ENGINE**

GOVERNMENT RIGHTS

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[0001] The invention was made with Government support under contract number N00019-01-C-3002 with outside funding from Lockheed Martin-US Government under Joint Strike Fighter (JSF) Program. The government has certain rights in this invention.

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BACKGROUND OF THE INVENTION

[0002] This invention relates to turbocharged internal combustion engines, turbochargers for such engines, and to a method of preventing the turbine of a turbocharger from choking at high speed. More particularly, it relates to novel improvements to prevent air from compressor discharge to bypass the combustion system. The present invention concerns gas turbine engines for auxiliary power units on aircraft, spacecraft, missiles, and other vehicles.

[0003] A typical turbine scroll system is shown in Figure 1. The prior art gas turbine engine 210 may contain a combustor scroll 240 with a spiral contour and gradual area reduction with one end open for gas inlet and a B-width 250 that covers the entire circumference for gas to exit. Thin sheet metal with a high temperature capability may be used to fabricate the body through a forming process and machined rings may be welded to the sheet metal to form specified interface characteristics and for structural reinforcement. The combustor scroll 240 may be supported at one end, suspended by axial fasteners 220,

suspended by a suspension pin 230, or clamped (not shown). This prior art gas turbine engine 210 is adequate only for low cycle and low performance engines. For more advanced systems used on high performance vehicles, such as aircraft, the combustor scroll 240 must meet additional requirements.

5 **[0004]** Current needs for turbine scroll systems include the ability to control small amounts of gas leakage between components at various operating conditions for performance optimization. Two main operating conditions are an open-loop condition (e.g., ground maintenance or in-flight emergency power) in which the engine runs on its own power and a closed-loop condition (e.g., taxi
10 condition and general flight conditions) in which the engine runs on the bleed gas of the main engine.

[0005] Being able to control the size of the B-width (gap between the combustor scroll 240 and associated structures to minimize the gas leakage that can adversely effect the engine performance) may be a concern during
15 engine design and development. Controlling the size of the B-width becomes more critical when an engine is operated in dual modes. Keeping the size of the B-width constant and maintaining effective sealing for system performance and integrity is critical during all operating conditions and surges. A constant B-width size minimizes gas leakage and erosion between components that may
20 cause excessive wear or fretting. Prior art systems usually require tight tolerances for the inner diameters and outer diameters of mating components and shields around surfaces to minimize leakage.

[0006] None of the prior art is specifically intended for high performance, high cycle applications, and some suffer from one or more of the following
25 disadvantages:

- a) excessive wear and fretting.
- b) inability to maintain constant B-width size.
- c) ineffective sealing.
- d) gas leakage between components.

[0007] As can be seen, there is a need for an improved apparatus and method for an improved gas turbine engine system, which minimizes wear and fretting, maintains constant B-width size, and effectively seals to prevent gas leakage between components.

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SUMMARY OF THE INVENTION

[0008] In one aspect of the present invention, a gas turbine engine comprises: a turbine scroll inside a combustor housing; a forward discourager; an aft discourager; a B-width situated between the forward discourager and the aft discourager; a forward bayonet situated on the forward side of the turbine scroll; a radial nozzle contacting the forward bayonet on the forward side of the turbine scroll at a bayonet engagement point; an aft scroll ring; a retaining ring securing the turbine scroll while maintaining an axial loading point on the aft scroll ring; a forward scroll ring and the retaining ring restraining displacement of the forward scroll ring and the aft scroll ring.

[0009] In another aspect of the present invention, a gas turbine engine comprises: a turbine scroll inside a combustor housing; a forward discourager; an aft discourager; a B-width situated between the forward discourager and the aft discourager; a forward axial seal adjacent to the forward discourager; an aft axial seal adjacent to the aft discourager; the forward discourager comprising a 90 degree bending angle; the aft discourager comprising a 90 degree bending angle; a radial nozzle engaged with a forward bayonet on the forward side of the turbine scroll; the forward bayonet contacting the radial nozzle at a bayonet engagement point; an aft scroll ring; a retaining ring adjacent the aft scroll ring; the retaining ring securing the turbine scroll while maintaining an axial loading point on the aft scroll ring; a forward scroll ring; and the retaining ring restraining displacement of forward scroll ring and the aft scroll ring.

[0010] In a further aspect of the present invention, a gas turbine engine comprises: a turbine scroll inside a combustor housing; the turbine scroll

comprising four pairs of sealing surfaces; a B-width situated between the forward discourager and the aft discourager; a forward bayonet adjacent the forward side of the turbine scroll; the forward bayonet contacting the radial nozzle at a bayonet engagement point a retaining ring adjacent an aft scroll ring; the retaining ring securing the turbine scroll while maintaining an axial loading point on the aft scroll ring; a forward scroll ring; and the retaining ring restraining displacement of the forward scroll ring and the aft scroll ring.

[0011] In yet another aspect of the present invention, a gas turbine engine comprises: a compressor section; a combustor section; a compressor scroll; a turbine scroll inside a combustor housing; the turbine scroll comprising four pairs of sealing surfaces; a forward discourager; an aft discourager; a B-width situated between the forward discourager and the aft discourager; a forward axial seal adjacent to the forward discourager; an aft axial seal adjacent to the aft discourager; the forward discourager and the aft discourager comprising a 90 degree bending angle for flow restriction; a radial nozzle engaged with a forward bayonet on the forward side of the turbine scroll in six locations; the forward bayonet contacting the radial nozzle at a bayonet engagement point; a radial seal on the forward side of the B-width; a radial seal on the aft side of the B-width; a retaining ring adjacent an aft scroll ring; the retaining ring securing the turbine scroll while maintaining an axial loading point on the aft scroll ring; a forward scroll ring; and the retaining ring restraining displacement of forward scroll ring and the aft scroll ring.

[0012] In another aspect of the present invention, a method is disclosed for preventing a gas turbine engine of an auxiliary power unit from choking at high speed comprises: introducing a portion of the exhaust gas of an associated turbine engine through a radial nozzle; maintaining a constant B-width; securing a retaining ring on the aft side of a turbine scroll while maintaining an axial loading point on the aft side of a scroll ring; and restraining displacement of the turbine scroll by the retaining ring.

[0013] These and other aspects, objects, features and advantages of the present invention, are specifically set forth in, or will become apparent from, the following detailed description of a preferred embodiment of the invention when read in conjunction with the accompanying drawings.

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BRIEF DESCRIPTION OF THE DRAWINGS

[0014] Figure 1 is a cross-sectional view of a prior art gas turbine engine including a scroll structure; and

10 [0015] Figure 2 is a perspective view, partially cut away, of a turbine scroll according to an embodiment of the present invention;

[0016] Figure 3 is an axial cross-sectional view of a gas turbine engine according to an embodiment of the present invention;

15 [0017] Figure 4 is an axial cross-sectional view of the inlet region, within the dotted box A in Figure 3, of a gas turbine engine according to an embodiment of the present invention; and

[0018] Figure 5 is an enlarged view of the forward and aft discouragers on either side of the B-width from the central portion of Figure 4.

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DETAILED DESCRIPTION OF THE INVENTION

[0019] The following detailed description is of the best currently contemplated modes of carrying out the invention. The description is not to be taken in a limiting sense, but is made merely for the purpose of illustrating the general principles of the invention, since the scope of the invention is best defined by the appended claims.

25 [0020] The present invention is useful for auxiliary power units for all types of flight vehicles, including, but not limited to, aircraft, missiles, and spacecraft. As opposed to the prior art gas turbine engine shown in Figure 1, the present invention does not require suspending the combustor scroll by axial fasteners

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220, or suspending the combustor scroll by a suspension pin 230, or clamping. Instead, the present invention uses retaining rings to maintain combustor scroll position, along with eight sealing surfaces at four locations. Such a design allows the combustor scroll to operate at high temperature while maintaining the lowest possible thermal and mechanical stresses as the various turbine components expand or contract in response to temperature fluctuations.

[0021] An exemplary gas turbine engine 200 according to the present invention is shown in Figure 3. The gas turbine engine 200 may comprise a forward side 300 and an aft side 310. The gas turbine engine 200 also may comprise a turbine scroll 10 inside a combustor housing 20, on the aft side 310, and a compressor scroll 40, on the forward side 300. As shown in Figure 4, which is an enlarged view of section A of Figure 3, the B-width 110 may be measured as the gap between a forward discourager 150 and an aft discourager 140. As can be seen in the partially cut away perspective view in Figure 2, a forward bayonet 100 may be situated on the forward side 300 of the turbine scroll 10. A radial nozzle 30 may contact the forward bayonet 100 on the forward side 300 of the turbine scroll 10 at a bayonet engagement point 120 and an aft scroll ring 160.

[0022] As in Figure 3, the turbine scroll 10 may be generally coil-shaped. The turbine scroll 10 may have a spiral contour and gradual area reduction with one end 22 open for gas inlet and the entire circumference across the B-width 110 may serve for gas to exit. The turbine scroll 10 may be constructed of any material suitable for high temperature combustible systems. Examples of suitable materials are nickel alloys, such as Haynes 230 or Hastelloy x.

[0023] Referring to Figure 5, a further enlarged view of the central portion of the gas turbine engine 200, the significance of the bending angle θ may be seen. Gas flow D restriction through the discouragers 140, 150 by bending, at an angle θ may improve the sealing effectiveness at all engine-operating conditions. The bending angle θ may be in the range from about 60 degrees to

about 120 degrees. Preferably, the angle should be at about 90 degrees. The bending angle provides flow restriction when the differential thermal expansion between system components is sufficient to likely cause a misalignment of system components.

5 **[0024]** With reference to Figure 2, a retaining ring 50 may secure the turbine scroll 10 in position while maintaining an axial loading point 130 on the aft scroll ring 160 by direct pressure. A forward scroll ring 170 may be used. The retaining ring 50 may restrain axial displacement of the forward scroll ring 170 and the aft scroll ring 160.

10 **[0025]** Referring back to Figure 5, using a bending angle θ , such as a 90-degree bending angle, within the forward discourager 150 and/or the aft discourager 140 may restrict gas flow. The B-width 110 may be kept constant by the action of four pairs of sealing surfaces (320, 330; 340, 350; 360, 370; 380, 390); for example, both sides 360, 370 of forward axial seal 90, both sides
15 340, 350 of aft axial seal 60, both sides 320, 330 of a radial seal 70 on the forward side 300 of the B-width 110, and both sides 380, 390 of a radial seal 70 on the aft side 310 of the B-width 110. This multi-surface configuration may effectively prevent gas leakage despite fluctuations in temperature, pressure, and other conditions occurring in a radial direction r or an axial direction a . A
20 radial seal 70 with surfaces 320, 330 may be located at the forward side 300 of the radial nozzle 30 and a radial seal 70 with surfaces 380, 390 may be located at the aft side 310 of the radial nozzle 30 for sealing the radial nozzle 30 against gas leakage along path D.

25 **[0026]** The gas flow leakage D on the four pairs of sealing surfaces (320, 330; 340, 350; 360, 370; 380, 390) seals both the forward and aft sides 300, 310 of the turbine scroll 10 while maintaining constant the B-width 110 of the scroll 10. Axial seal 60, 90 surfaces, shown in Figure 5, withstand interior pressure differentials and mechanical stresses by the forward bayonets 100 at the bayonet engagement points 120 on the forward side 300, and clamped

contact (not shown) for the aft end 310, as shown in Figure 2. The radial seal 70 uses tolerance control and thermal expansion to prevent gas leakage and maintain constant size of the B-width 110. The forward bayonets 100 may be forced to engage with the radial nozzle 30 in several places, for example, at bayonet engagement points 120, preferably at six bayonet engagement points 120 to force axial engagement at 360, 370 to provide a adequate seal for minimizing gas leakage on the path D. The aft scroll ring 160 may be forced, for example, in direction G, into contact with the radial nozzle 30 by the retaining ring 50 to produce a contact surface 340, 350 for sealing. The four sealing surfaces (320, 330; 340, 350; 360, 370; 380, 390) work synchronically under the higher pressures from the compressor scroll 40 under high performance conditions that may force axial contact on the forward end 300 of the B-width 110.

[0027] A method for preventing a gas turbine engine of an auxiliary power unit from choking at high speed may comprise diverting a portion of the exhaust gas of an associated turbine engine by about 90 degrees in flow direction; maintaining a constant B-width 110; introducing the diverted exhaust gas through a radial nozzle 30; securing a retaining ring 50 on the aft side 310 of a turbine scroll 10 while maintaining an axial loading point 130 on the aft side 310 of a scroll ring by direct pressure; restraining displacement of the turbine scroll 10 by the retaining ring 50; and, further reinforcing contact at an axial loading point 130 on the aft side 310 of the scroll ring by direct pressure.

[0028] Although the present invention has been described in considerable detail with reference to certain preferred versions thereof, other versions are possible. Therefore, the spirit and scope of the appended claims should not be limited to the description of the preferred versions contained therein.